

## Tennessee Central

Time Table No. 2 Taking Effect  
SUNDAY, June 11, 1911

### EAST BOUND

No. 12 Except Sunday Leave Hop-  
kinsville..... 7:00 a.m.  
Arrive Nashville..... 10:15 a.m.  
No. 16 Sunday only leave Hop-  
kinsville..... 8:00 a.m.  
Arrive Nashville..... 11:15 a.m.  
No. 14 Leave Hopkinsville 4:30 p.m.  
Arrive Nashville..... 7:45 p.m.

### WEST BOUND

No. 11 Leave Nashville..... 8:15 a.m.  
Arrive Hopkinsville 11:20 a.m.  
No. 13 Leave Nashville..... 6:00 p.m.  
Arrive Hopkinsville 9:15 p.m.  
T. L. MORROW, Agent.



## Time Table.

No. 58.

In effect May 14, 1911.

### NORTH BOUND.

No. 332—Evansville Accom-  
modation..... 5:40 a.m.  
No. 302—Evansville—Mattoon  
Express..... 11:25 a.m.  
No. 340 Princeton mixed..... 4:15 p.m.

### SOUTH BOUND

ARRIVES  
No. 341—Hopkinsville mixed  
..... 10:00 a.m.  
No. 321—Evansville—Hopkins-  
ville mail..... 3:59 p.m.  
No. 301—Evansville—Hopkins-  
ville Express..... 6:40 p.m.

Train No. 332 connects at Prince-  
ton for Paducah, St. Louis and way  
stations, also runs through to Evans-  
ville.

Train No. 302 connects at Prince-  
ton for Louisville, Cincinnati, way  
stations and all points East, also  
runs through to Evansville.

Trains No. 340 and 341, local trains  
between Hopkinsville and Princeton.

T. L. MORROW, Agent.



## Time Card No. 124

Effective Sunday April 30, 1911.

### TRAINS GOING SOUTH.

No. 93—C. & N. O. Lim. 11:56 p.m.  
No. 51—St. L. Express 5:35 p.m.  
No. 95—Dixie Flyer, 9:31 a.m.  
No. 55—Hopkinsville Ac. 7:05 a.m.  
No. 53—St. L. Fast Mail 5:33 a.m.

### TRAINS GOING NORTH.

No. 92—C. & St. L. Lim., 5:25 a.m.  
No. 52—St. Louis Express, 9:53 a.m.  
No. 94—Dixie Flyer, 6:17 p.m.  
No. 56—Hopkinsville Ac. 8:55 p.m.  
No. 54—St. L. Fast Mail, 10:20 p.m.

Nos. 95 and 94 will make Nos. 90  
and 91's stops except 94 will not stop  
at Mannington and No. 95 will  
not stop at Mannington or Empire.

No. 52 and 54 connect at St. Louis and other  
points west.

No. 51 connects at Guthrie for Memphis via  
points as far south as Erie and Louisville  
Cincinnati and the East.

No. 53 and 55 make direct coast at Gut-  
rie for Louisville, Cincinnati and all points  
north and east thereof. No. 53 and 55 also con-  
nect for Memphis and way points.

No. 92 runs through to Chicago and will  
carry passengers to point South of Evansville.  
Also carries through sleepers to St. Louis.

No. 93 through sleepers to Atlanta, Macon  
Jacksonville, St. Augustine and Tampa, Fla.  
Also Pullman sleepers to New Orleans. Con-  
nects at Guthrie for points East and West. No.  
93 will not carry local passengers for points North  
Nashville Tenn.

J. C. HOOE, Agt.



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the doings of the community and  
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regularly advertised will enable  
you to save many times the cost  
of the subscription.

## UNCLE HIRAM TO HIS NEPHEW SERVED HIS TIME AT SEA

He Gives the Youngster a Little Ad-  
vice as to When to Make  
Decisions.

"Don't," said Uncle Hiram to his  
hopeful young nephew, "make any  
momentous decision when you're tired.  
When we're tired we want to get the  
question settled and we're ready to  
make concessions, to give way, and  
the other man is sure to get the bet-  
ter of us."

"We often hear it said that it's a  
good thing when in doubt about any-  
thing to sleep on it, and this is sound  
advice. The general theory of the  
benefits to be derived from sleeping  
on a question is that sleep clarifies the  
mind, but in coming to a settlement  
about a thing the most important ad-  
vantage that we find in sleeping on  
it lies in the renewed strength that  
sleep gives us. It renews our courage,  
makes us ready not to give way  
but to stand up and fight and fit and  
able to fight."

"Don't be in a terrible hurry to set-  
tle things, Stevey, anyway. There are  
times when you must settle when the  
iron is hot, but as a general propo-  
sition don't be impatient to get things  
settled; it's the man able to keep  
cool and wait and let the other fel-  
low do the worrying that generally  
gets the biggest piece of the cake."

"We may meet occasionally a man  
of high and unbroken continuous  
courage, but not often; the biggest of  
men have heart sag at times, though  
they may not show it; we are all hu-  
man and much alike under the skin  
if that's any comfort to you; we all  
have our moods; times when we are  
buoyant and happy and times when  
we are low in spirits and depressed."

"Don't, Stevey, settle things when  
you are feeling low and dispirited.  
You'll take a different view when you  
come back, as you inevitably will, to  
the summit."

"Let your decisions be made,  
Stevey, not when you are tired or de-  
pressed but when you are fit and  
strong, and pride and habit will make  
you live up to them."

## REVENGE ON WEATHER MAN

People Anxiously Looking for Right  
Conditions Chuckle When  
He Catches a Bad Cold.

A grin transfigured the face of the  
shipping clerk who had telephoned  
to the weather bureau for particulars  
on the day's atmospheric outlook. The  
grin conveyed a pleasing message to  
the manager.

"No storm in sight, eh?" he said.  
"No," said the clerk; "but that  
wasn't what I was laughing at. That  
fellow down there has got a cold.  
He's so hoarse he can scarcely  
speak."

"A cold, has he?" said the manager,  
and then he also smiled.

In the course of the day hundreds  
of people about town chuckled glee-  
fully because the weather clerk had  
lost his voice. The clerk was aware  
of the hilarity his affliction caused.

"For the first time since I have  
been connected with the bureau," he  
said, "I have been able to make the  
people happy. As soon as an inquirer  
perceived that my head was all  
stopped up he began to feel better.  
If I had predicted a tornado within  
six hours he would have laughed.  
Nothing that I can think of makes  
such a strong appeal to the new gen-  
eral public's sense of humor as a  
case of influenza in the weather office.  
The chief and three of his clerks had  
colds not long ago, and everybody  
who heard about it thought it the  
best joke of the season. Apparently  
they consider us responsible for their  
own sniffing, and they rejoice in a  
belated revenge."

## Getting Out the Strength.

Among the applications for the  
cookship in a Richmond household  
was a rather dashing yellow girl.  
The lady of the house was rather  
doubtful as to the ability of the  
mulatto, and therefore propounded  
more than the usual number of ques-  
tions to her. Some were fairly satis-  
factory; but when the interrogatories  
touched the question of making tea,  
the negotiations were declared off.

"How long do you boil tea?"  
"Well, ma'am," said the girl, "dat's  
matter of taste, ain't it? Some folks  
biles it longer, an' some shorter."

"But you do boil it?"  
"Cert'n'y, ma'am, I biles it. Pus-  
sunsly, I always thought dat two  
hours was long 'nough to biles any  
tea. Yo' kin git de stren'th outter any  
kind of tea in dat time."—Lippin-  
cott's.

## Blind Charity.

"While I think I am rather inclined  
to give, yet I try to be discriminating,  
not to give to every beggar with an  
idle and obviously untrue tale, but,"  
said the nearsighted man to a New  
York Sun reporter, "I recently fell  
impulsively for a story new to me."  
"Boss," said this man as he looked  
at me, "I've lost my spectacles and  
I'm trying to get together money  
enough to buy another pair."

"You know, if I should lose my  
spectacles I should be lost myself, and  
on that story I gave up without an-  
other thought."

## Both Had Grievances.

First Professional Humorist—Why  
so sad, old man?  
Second Professional Humorist—I  
am the only one who takes myself  
seriously.  
"That's nothing. I am the only one  
who takes myself humorously."—Litt.

Youthful Experiences of Sir Walter  
Runciman, Author of a Recent  
Book on Napoleon.

Sir Walter Runciman, author of the  
book on Napoleon, "The Tragedy of  
St. Helena," is a Scotsman. The sea  
early fascinated him, and at the age  
of twelve he ran away from home,  
tramped to a northeast coast port, and  
engaged himself as a cabin boy. His  
duties made his position anything but  
a sinecure and the treatment he re-  
ceived in it completed his disillusion-  
ment with reference to this particular  
vessel. The tyranny finally became un-  
bearable and he managed to decamp  
at an Irish port. His love for the sea,  
however, remained, and before long  
he was serving on an American vessel,  
where he speedily became well liked.

Unfortunately, his former captain,  
plagued at his successful escape, had  
him captured and brought back. Heavy  
punishment followed, with the not  
unusual consequence of a second  
flight, which resulted in his getting to  
a boat upon which he served the full  
term of his apprenticeship.

At the right moment he left the sea  
for the business of ship moving and  
management. He has found time to  
write three books besides his newest,  
and to take part in politics.

## CHICKEN ROAST IN SCHOOL

Iowa Rural Teacher Makes School-  
house Center of Social Life  
of the District.

It is as true as it is strange that  
in Iowa many rural schools are so at-  
tractive that city boys are sent out  
of the city to attend the rural school.  
I know one country school in which  
there are six children from city  
schools. A "chicken roast" is the latest  
school attraction that I have  
known. A teacher is making the  
schoolhouse the center of social life  
for the district. She does not like  
the idea of having a dance in the  
school, and she will not have kissing  
fracas, so she plans various social  
functions with stunts and games that  
have abundance of life, that are new,  
that are harmless. She does quite a  
little along the line of refreshments,  
and every one takes a part in the  
preparation as well as in disposing of  
the feast. The greatest success she  
has ever had was a chicken roast. It  
was in the autumn, and was in the  
school yard. It was a close approach  
to a barbecue. Every man, woman  
and child in the district was there.  
Nothing else has ever aroused such  
an interest in the Kille district.—Jour-  
nal of Education.

## Some Historical Stamps.

Many intensely interesting histori-  
cal events have been recorded in post-  
age stamps so that a large collection  
of stamps often shows in a most strik-  
ing manner how history was made.  
There is a period of French history  
which is particularly interesting in  
this way because the stamps issued at  
that time so plainly show the changes  
in the ruling power from monarchy to  
republic and back again.

On one French stamp you see Mons.  
Barre's head of Liberty and the words  
"Republic France." On the following  
issue of stamps—those issued in 1849  
—Louis Napoleon's head appears in-  
stead of the Liberty, the words on  
the stamp being still "Republic  
France." After that there was a new  
stamp, on which Louis Napoleon's  
head still appeared, but the words  
"Republic France" were replaced by  
"Empire France."

## Parrot Frightened Burglar.

The cries of Oliver Twist, a South  
American parrot, which was awak-  
ened the other morning by a thief  
prowling in the home of his mistress,  
Mrs. M. Osburn of San Francisco,  
while she was absent, frightened  
away the burglar after he had gath-  
ered up articles worth \$23. The  
watchfulness of Oliver, however, prob-  
ably will result in his martyrdom, as  
the thief, angered at the interruption  
of his work, seized the bird by the  
neck and twisting it cruelly, flung him  
through a mirror in the dining-room.  
When Mrs. Osburn returned, Oliver  
was found on the floor in an ex-  
hausted condition, while an open rear  
door and the condition of the room  
gave evidence of the burglar's hasty  
flight.

## Feeding London's Zoo.

It cost \$23,490 to feed the animals  
in the London Zoo last year, hay,  
clover, and fruit being the three big-  
gest items. Among the items were:  
Hay, 161 loads; straw, 208 loads;  
tares, 1,188 bundles; maize, 860 bush-  
els; rice, 1½ tons; canary seed, 150  
bushels; shrimps, 1,835 pintas; and  
fish, 28 tons. There were 218 horses,  
costing \$1,505, and 153 goats;  
monkey nuts, 44½ hundredweights;  
97,884 bananas, 4,219 pounds grapes,  
13,018 oranges, 923½ pecks and 3¼  
cases apples, 7½ tons mangels, 21,848  
pounds potatoes, 6,808 quarters bread,  
46,986 fowls' heads, 494 pounds sugar,  
5,858 mice, and 3,575 sparrows.

## A Boston Casualty.

Mrs. Kowler—But how in the world  
did you manage to hire this flat when  
the landlord is so set against families  
with children?

Mrs. Smart—I told him my children  
were all underground.

Mrs. K.—But that was er—

Mrs. S.—Oh, it was quite true. You  
see, at the time I told him, I'd sent  
the children riding through the sub-  
way.—Boston Evening Transcript.

## Children Cry for Fletcher's

# CASTORIA

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in use for over 30 years, has borne the signature of  
and has been made under his per-  
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Allow no one to deceive you in this.  
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